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Patent Claims

1. A method for operating a drive train of a motor vehicle having

- a drive motor (11),
- a power-shift automatic transmission (14),
- a clutch (converter lock-up clutch 15) which is arranged between the drive motor (11) and automatic transmission (14) and is activated by extraneous force, and
- at least one control device (29) by means of which the automatic transmission (14) and the clutch (converter lock-up clutch 15) can be actuated,

with the control device (29) increasing a slip at the clutch (converter lock-up clutch 15) when a shifting-down request for the automatic transmission (14) is detected.

2. The method as claimed in claim 1, characterized in that the slip at the clutch (converter lock-up clutch (15) is increased as a function of operational variables of the motor vehicle.

3. The method as claimed in claim 1 or 2, characterized in that

- the drive train (11) has a power actuator (28) by means of which a driver of a vehicle can set a predefined power value for the drive motor (11), and
- the slip at the clutch (converter lock-up clutch 15) is increased as a function of a characteristic value which characterizes the predefined power value.

4. The method as claimed in claim 1, 2 or 3, characterized in that the slip at the clutch (converter lock-up clutch 15) is increased as a function of a characteristic value which characterizes the driving style of the driver of the vehicle.

5. The method as claimed in one of claims 1 to 4, characterized in that by increasing the slip at the clutch (converter lock-up clutch 15) the rotational speed of the drive motor (11) is adjusted in a monotonously increasing fashion to a target rotational speed after the shifting-down process has ended.